



An impressive Monotype XV iceboat, built from an early 20th century Estonia design by Bill Buchholz, is the centerpiece of the museum's current exhibit *Going Coastal*, on view through June 1.

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## A Blast from the Past

*"Four strong winds that blow lonely, seven seas that run high."* —Folk song

Our upcoming Marjorie W. Kramer Gallery exhibit *"These Contrary Winds"* will touch upon the effects of weather upon ships, mariners, and maritime history, but adverse conditions for shipping occasionally came from sources churning far below the seas.

by Chris Hall, Curator of Exhibits

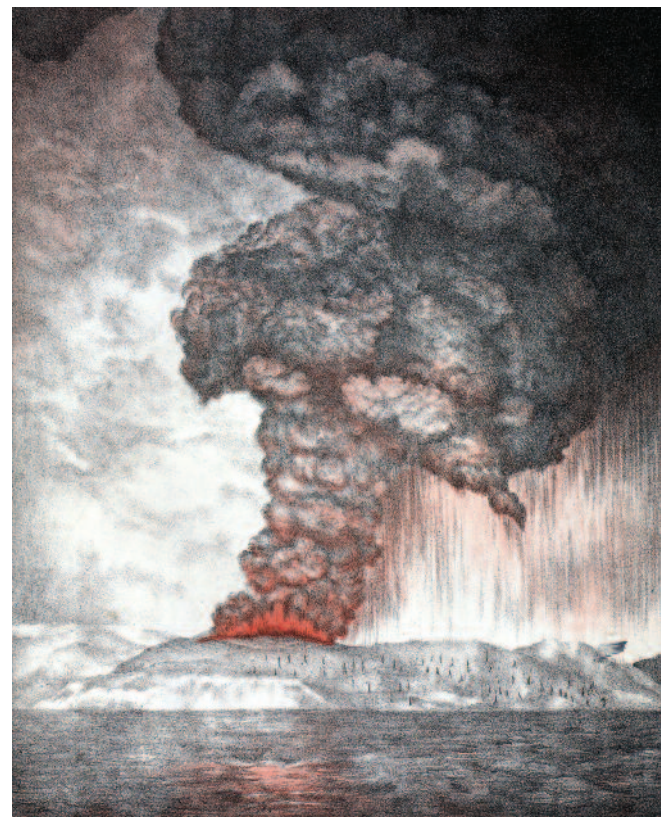
An eggplant-size specimen of volcanic pumice in our collection connects a Freeport mariner to the cataclysmic eruption of Krakatoa in late August 1883.

By 1881, Captain Rufus S. Randall was winding down a long, successful career as a mariner; a career that began in 1841 at age 11 as a ship's boy following the loss of his father at sea. He ultimately progressed to become a ship master by 25, and captained numerous vessels around the world, including the 2,110-ton ship *John A. Briggs*, launched at Freeport in 1878 (the largest ship built there), and the 1,106-ton bark *Oasis*, also built at Freeport in 1871 by Briggs & Cushing. Randall was also a stakeholder in these two vessels, not uncommon for a shipmaster; he held a 5/64th share in *John A. Briggs* and a substantial 1/4 share in *Oasis*. After ending his blue-water days, he took up farming in Freeport, but remained a ship manager/agent for Briggs & Cushing, who were managing owners of these vessels. Whenever these ships returned to the U.S., ships that Randall knew well having commanded them, he would travel to New York or Philadelphia to manage the discharging of their cargo, and enable subsequent refits and dry-docking for new 'metaling' – the replacement of the anti-fouling copper alloy sheathing below the waterline.

The Randall collection at MMM includes a number of the captain's personal journals, which reveal glimpses, in his blessedly legible, succinct entries, of a mariner's life that is, not surprisingly, as much concerned for family and friends ashore as for the workings of his vessels.

The late summer of 1883 found Randall savoring the husbandry of his semi-retired farming life in Freeport: *August 23* – "Commenced digging potatoes. They are first class." *August 25* – "Pull and stack yellow eye beans."

But then the pastoral reverie was jarred: *August 29, 1883* – "Hear of a terrible earthquake which has destroyed



Contemporary lithograph of the Krakatoa eruption before the island blew up. From the Royal Society Report on the Krakatoa eruption, 1888.

*parts of Java about the Straits of Sunda. The Oasis will be due at Anjer in about 30 days. Am glad I got some insurance on her.*" [The week before: *August 20* – "Go to Portland, insure at Portland Lloyds \$3000 my part Bark Oasis."]

The farmer is pushed aside as the seasoned voyager in Randall noted this extraordinary news flashing around the globe on the telegraph wires; he might well have had growing concern for the vessel which had underwritten his Freeport property, as his 1/4 share of *Oasis* approached a

See *Blast*, page 4

## CURRENT EXHIBITS

### *Going Coastal: Humor, Parody and Amusement of a Maritime Nature*

On view through June 1, 2014

John G. Morse, Jr., Gallery



*Going Coastal* celebrates how maritime enthusiasts have enjoyed themselves on, alongside, and at the expense of the maritime world. It traces the transformation of maritime amusements from shipboard traditions to sailor stereotypes and nautical nonsense ashore.

Sponsored by: **Davenport Trust Fund**

### *These Contrary Winds: Weather and its Effects on Ships, Mariners and Maritime History*

On view March 15 to June 1, 2014

Marjorie W. Kramer Gallery



pieces from private collections.

Sponsored by: **UNITED INSURANCE**

Weather's perverse yet privileged place in the mariner's world is explored through museum paintings, photography and artifacts, as well as others





## Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

## Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

## Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

## 300 Tons of Iron and Steel; a Missing Building in the Historic Shipyard

The historic Percy & Small shipyard, preserved by Maine Maritime Museum, is unique as the *only* intact historic shipyard in the U.S. where great wooden ships were built. Last summer, when the masts were raised on the *Wyoming* evocation, visitors were able to further visualize the magnitude of shipbuilding that happened here. Yet something important was missing.

The historic P&S site is complete with the original buildings – *except* for the Blacksmith Shop that was torn down in 1939 (a previous building burned in 1913). The great wooden schooners built at P&S included literally tons of metal in their construction; for example, *Wyoming* had 300 tons of iron and steel in her fittings, fastenings and strapping. So there was much excitement when, in 2009, the museum received a generous bequest from former

### Exhibit Advisors

Nancy Barba  
Charlie Burden  
Barry Craig  
Dave Garrison  
Terry Gray  
Chris Hall  
Matt Harkins  
Janice Kauer  
David Kelly  
Nathan Lipfert  
Jason Morin  
Jeff Muller  
Skip Orem  
Lincoln Paine  
J.R. Phillips  
Bill Rogers  
Cliff Russell  
Orrin Shane  
Lin Snow  
David Weiss

Trustee Kenneth D. Kramer to construct a Blacksmith Shop exhibit on the site of the original building, completing the shipbuilding story.

But what to build and how? The bequest, generous as it was, would not cover the full cost of building, outfitting and creating reserves for a replica of the large industrial-scale blacksmith shop that operated on the site. There were issues of building codes, fire suppression, historic integrity and interpretative goals to consider; and minimal information existed about the original shop. But now, with the help of a committed group of advisors (see sidebar) and a great architecture team, the project is moving forward at last.

In describing this important aspect of wooden shipbuilding, the new exhibit will fill a major gap in the construction process not currently fully presented in the



Artistic rendering of the Kenneth D. Kramer Blacksmith Shop Exhibit.

shipyard experience. Essentially: If these great schooners were built of wood, why was there a 2,200 square foot blacksmith shop on the grounds? Who worked there? What was made and why and how?

The Kramer Blacksmith Shop Exhibit will be an evocation of the 1914 building, approximating its original dimensions of 84 x 26 feet and location due east of the Paint & Treenail Shop. To preserve the integrity of the shipyard's intact historic buildings, this new structure will *not* be a historical recreation of the original building. That is, it will not be "fake" history. Instead, the proportions, dimensions and materials used will evoke the original building and its purpose while clearly being a contemporary building. The structure will house exhibits related to the blacksmith operation that transpired there while also providing a gathering place for tour groups and visitors. On occasion it will house demonstrations of the blacksmith process.

The architecture firm of Theodore + Theodore of Arrowsic has been hired to design the structure and Zachau Construction of Freeport will build it. We are enormously excited about this project and how it will transform the historic shipyard, complete the shipbuilding story, and honor long-time Trustee Ken Kramer. We anticipate the exhibit will open mid-July, and we hope to see you then!

Amy Lent  
Executive Director

## Museum Trustee leaves impressive legacy



Museum Trustee Tom Wood, a respected attorney and generous museum friend, passed away in October 2013 from pancreatic cancer. Tom was elected to the board in 2009 and served continuously until his death.

Endowed with wit, wisdom and a highly active streak of adventure, Tom touched many lives during his 74 years. A native of Los Angeles, he ventured east to attend Amherst College where he met his future bride Sally, following her to Philadelphia. He graduated from The University of Pennsylvania Law School in 1966, beginning a more than 40-year career in corporate and securities law. Community involvement was another hallmark of Tom's life: he was the volunteer chairman of his

local Zoning Hearing Board for 37 years and a trustee of a girl's private college preparatory school in Bryn Mawr, PA.

In 2001, Tom and Sally built a summer home in Cushing, Maine, where they immersed themselves in the beauty of the coast and the activities of the community. In addition to the MMM board he served as co-chair of The Apprenticeshop Board of Trustees.

Tom is survived by Sally, his daughters Julia and Melissa and their husbands, six grandchildren and countless friends.

Because Tom contributed so much of himself to both Maine Maritime Museum and The Apprenticeshop, the exhibit "Honing the Edge: the Apprenticeshop at 40," on view at both organizations and on the museum website, is now dedicated to Tom's memory.



New trolley tours underdevelopment after BIW shipyard tours suspended

In January, General Dynamics Bath Iron Works informed Maine Maritime Museum that the behind-the-scenes trolley tours conducted by the Museum were being suspended for 2014 because the extensive construction within the shipyard scheduled to begin this year presented significant security and safety concerns for both visitors and BIW workers.

Because the BIW story is such an important one in Maine’ maritime history and future and because many visitors come to the museum anticipating learning about BIW and seeing the ships being constructed there, the museum staff immediately began to look at alternative programming to tell that story.

In collaboration with the BIW tour guides, who are primarily former or current BIW shipyard workers, the museum staff is developing a new BIW tour that



will incorporate more of the 400 plus years of ship-building heritage in the mid-coast Maine area. The new elements being added to the tours, including more “insiders information” will present an experience that is every bit as compelling as the previous BIW tours.

Additionally, staff members are working on revamping the focus and narration of the popular one-hour boat cruise, which already provides incredible views of BIW and DDG 1000 *Zumwalt*. The cruise narration will incorporate more information about BIW and its current projects.

Another new program in the works is a trolley tour of Bath, the City of Ships, which will explore the city’s unique architecture and its connection with Maine’s rich maritime tradition and culture.

Keep an eye on the MMM website for more information about these new and exciting tours and make your plans to visit during the summer season.

Technology improvements enhance guest experience campus-wide

When adding new technology or improving existing technology, Maine Maritime Museum uses a pretty simple decision hierarchy – will it enhance the guest/visitor experience, will it improve efficiencies, are there funds to get it done, will it improve the bottom line, and the one that can’t be ignored: is it mandated by regulation or business demands.

Over the past eight months Maine Maritime Museum has made several major technology upgrades – campus-wide WiFi access, lighting and energy efficiency improvements and new audiovisual equipment for Long Reach Hall – which, may or may not be readily noticeable, but which satisfied those criteria.

Thanks to a generous gift from an anonymous donor, the museum’s WiFi system, previously accessible only in the Maritime History Building and very slow due to outdated technology, was vastly upgraded. Now visitors can access the Internet across the campus. This will permit the museum to deliver exhibit enhancements such as audio tours and video programming via smart phones.

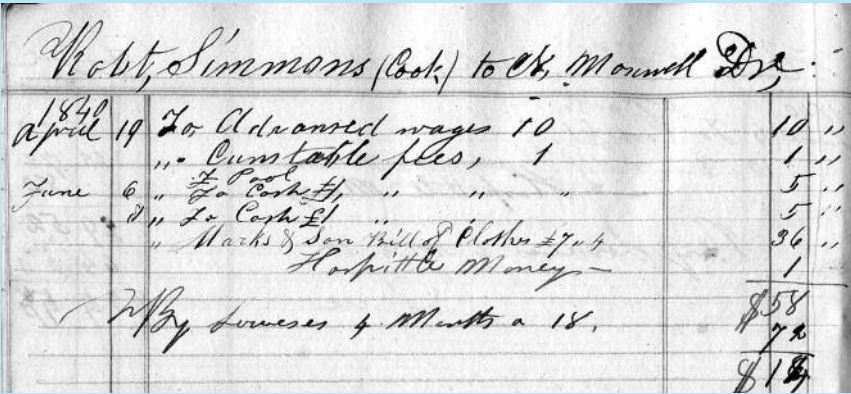
After conducting a building by building energy audit of museum properties last fall, the Siemens Corporation presented a proposal for lighting and HVAC improvements that would significantly reduce the museum’s energy consumption. The recommended changes would not only reduce the museum’s carbon footprint, but would also provide significant financial savings over time. The Board of Trustees voted to allocate funds for the project, with support from the Efficiency Maine Business Program. You will see new light fixtures, high output bulbs, motion sensor activated lighting and other improvements on your next visit.

An improvement that will be patently obvious to those who attend events and programming in Long Reach Hall will be completed in early spring – the installation of a new audiovisual system. Thanks to a significant gift from Bath Savings Institute, a new system will be installed featuring state of the art sound equipment along with a digital control system that will ensure even and crystal clear sound throughout the space. An updated video projection system will produce an image greater than 6 feet by 10 feet on the largest of three screens mounted in the room, ensuring a clear view of presentations from anywhere in the room. The system will eliminate the use of portable projection carts and the stringing of extension cords, freeing up floor space and eliminating tripping hazards. The new system is expected to be complete in time for this year’s Symposium on May 6.

Greater access to Library Information

Historical information about sailors before the mast aboard Maine ships and a partial catalog of library manuscripts are now available online

by Nathan Lipfert, Senior Curator



An excerpt from Captain Noble Maxwell’s 1840 pay account for *Trenton* shows Robert Simmons received \$14. The remainder of his four month’s pay of \$72 had been taken in advances – when he signed on and when in Liverpool...some sort of fine paid to the constable and a deduction for federal Marine Hospital service.

Scholars, researchers, descendants, and generally curious persons can now search MMM’s archives for information about merchant sailors who sailed aboard Maine ships during the early years of Maine’s history by visiting Merchant Mariner Muster, available 24/7 on the museum’s website. A catalog of a portion of the museum’s manuscript collection is also accessible. Both can be found in the Research section of the website.

Tens of thousands of merchant sailors sailed aboard Maine ships transporting cargoes between ports around the world. The men and women who chose this extremely hard and often hazardous occupation labored in relative obscurity, their identities relegated to crew lists, pay records and the other essential paperwork of the ships’ owners.

Although a treasure-trove of such information was buried in the millions of pages of shipping company and personal documents in the MMM’s library, the financial and human resources to extract the data and make it public were lacking.

In 2011, the museum received a Cataloging Hidden Special Collections and Archives grant from the Council on Library and Information Resources.

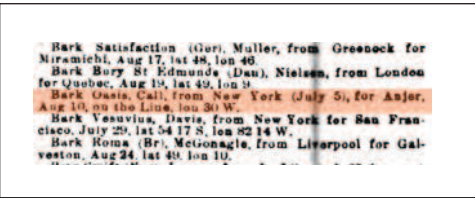
See *Access*, page 4



Blast *Continued from page 1*



ever recorded and a tsunami that went around the world. He could only project her location based on dead reckoning from shipping reports.



August 10, presumably reaching southward into the south Atlantic to catch the westerly trade winds across the Indian Ocean toward Indonesia. Randall was undoubtedly calculating just how close *Oasis* would have come to the Sunda Straits in 17 days, the day of the eruption Aug 27.

With the benefit of hindsight (and Google Earth), assuming a 10,500 mile track to Java from the *Oasis*' equatorial spotting, and assuming (optimistically) 200 mile daily runs (about 8+ knots/hr. steady for 24 hours), the ship could have traveled 3,400 miles from her spoken location, placing her very roughly off Cape Town on the day the Krakatoa tsunami propagated around the world's oceans. (It was recorded reaching Port Elizabeth, South Africa about 13 hours after the blast at a crest height of 1 meter.) Because such waves cannot be detected at sea (only when they break ashore), the wave itself was not the danger to the ship, but rather the state of affairs in Java.

Randall's diary for the rest of 1883 bears no mention of *Oasis*. Meantime, he spent several weeks away from Freeport, tending to the *John A. Briggs* which turned around in Philadelphia; between the scribbled notations of cash outlays for mending and provisioning the big ship, he lamented being overcome with homesickness for the farm and his family. With relief, he was home to Freeport again by Thanksgiving, the *Briggs* loaded, manned and departed; he was planning a hen house for the new year and, after the first snow, sleighing into Portland with his wife for shopping. Then came New Year's Eve.

Monday, Dec 31, 1883 – "Harness up and take a sleigh ride. Brigg's and Cushing get a letter from Capt. Call, *Oasis*, from Samarang."

Big News. The ship is heard from at the large port Samarang [now spelled Semarang] on the north side of Java. Anjer [now Anyer], only 30 open sea miles from the Krakatoa caldera, had been wiped out; thousands had died. Vast floating mats of pyroclastic ejecta – cinders, ash, and pumice – were reported drifting for

port that had been wiped off the earth in an epic geological disaster that generated the loudest detonation

miles at sea, some supporting tree trunks and even corpses. Captain Call would likely have received word of the disaster from westbound shipping as he worked *Oasis* up to the Sunda Strait, but he would have had to formulate a Plan B given that his port-of-call was annihilated.

We have no record of Call's Java landfall, but to reach Samarang he would have passed through Sunda let's say October 1, five weeks after the eruption. The debris from the volcano lingered in the ocean for months, with reports of floating pumice mats reaching Africa over a year later, worn and rounded.

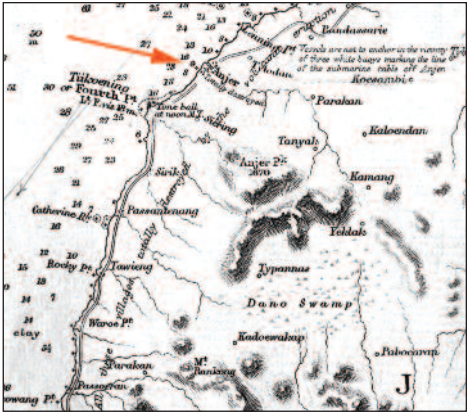
Though the pumice nodule in MMM's Randall collection has no recorded provenance beyond coming from the family, it seems likely to be associated with the passage of the bark *Oasis* through Sunda in the aftermath, a unique keepsake brought home to



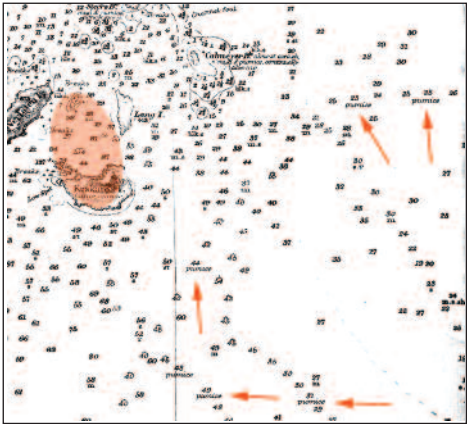
Randall at the Freeport farm by Capt. Call, one shipmaster of *Oasis* to another. *The New York Herald* reported *Oasis* outbound from Manila for New York on April 15, 1884; her cargo was probably Java sugar, Philippine hemp and likely included one small piece of pumice plucked from mightily troubled waters.

January 7, 1884: "Got \$1800 check from Briggs & Cushing, my part of £1500 sent from bark *Oasis* at Samarang, Java."

Clear sledding ahead for the 54 year-old shipmaster; Rufus died in 1888, four years and one fine henhouse later.



MMM's January 1884 edition of the 1868 Admiralty chart of the approaches to Sunda Straits has overlay notations related to the eruption. The red arrow points to Anjer "Totally destroyed" and a sentence that sweeps up the coastline "All these villages totally destroyed by the volcanic eruption ..."



The same chart attempts to fathom the chaos at the other side of the strait, with a welter of new soundings widely diverging from the old. The colored ellipse indicates the rough outline of the vanished island, much of it spewed not only into the nearby ocean but literally around the world in a trans-global dust cloud. Pumice chokes the surrounding waters, as the chart warns (red arrows). Is it floating, or awash against a new concealed volcanic hazard? A mariner's nightmare.

Access *Continued from page 3*

Additional funding later came from the Gladys Kriebel Delmas Foundation. During the two-year project, archivists poured through hundreds of thousands of documents in 45 separate manuscript collections, such as sea captains' business papers, ship owners' records, customs house records, and a shipping agent's records. At present, the online catalog, named the "Maine Maritime Museum Manuscript Collection Online Catalog," contains data from these 45 collections, and others will be added soon.

Once the catalog work was completed, information about individual sailors was extracted to build Merchant Mariners Muster. It too reflects only contents from the 45 cataloged collections, but already the data names more than 10,000 mariners, from more than 2,000 voyages. Others will be added. The data is filled with interesting scenarios. For example, Charles Dunha, when discharged from *Trenton* in 1840, owed the ship \$29.41. He left a top coat and suit of clothes with Capt. Noble Maxwell in pledge for that amount. Or Ellen



## Let's Talk About the Weather

*"The sea stood up before him, foaming, torn by lightning bolts, opening terrifying mouths that gobbled up the dense, hard black rains unleashed by the sky like hate."* —Jean-François Beauchemin

by Nathan Lipfert, Senior Curator



Skofield ship *Screamer*, built Harpswell, Maine, 1852: on loan from Lloyd & Lorraine Lowell.

The 42nd Annual Albert Reed & Thelma Walker Maritime History Symposium will be held Saturday, May 3, 2014, in Long Reach Hall with its new state-of-the-art sound and projection system (see technology article on page 3).

"These Contrary Winds: Weather and its Effects on Ships,

Mariners, and Maritime History" will focus on the tremendous impact weather and climate have had on maritime events including shipwrecks, natural marine disasters, ship design, war at sea, trade, and other affairs in the past, and on how climate changes might affect them in the future.

The scheduled speakers, listed alphabetically, and their presentation topics are:

- Colin J. Davis, Chair, Department of History, University of Alabama at Birmingham – "The Triple Trawler Tragedy of 1968: The Wives' Campaign and the Politics of Change"
- John E. Huth, Donner Professor of Science, Physics Dept., Harvard University – "The Big Thaw: North Atlantic Exploration During the Medieval Warm Period"
- Lincoln Paine, author of *The Sea & Civilization: A Maritime History of the World* – "Winds of Change: Major Currents in Maritime History"
- Captain Michael Rutstein, schooner *Fame* – "The Inclemency of Our Winter: How Greed Defeated Cold in the War of 1812"
- Anne Witty, Assistant Curator, Peary-Macmillan Arctic Museum, Bowdoin College – "Fire and Ice: Steamship *Roosevelt* in Arctic Waters, 1905-09"

Additional speakers may be added and changes may occur, so stay tuned.

The symposium will begin at 8 a.m. with a continental breakfast and conclude in late afternoon with a reception featuring fish house punch. Registration fees (\$70 nonmembers, \$60 members, \$35 students) include all lectures, meals and reception.

Registration is available on the Museum's website and a flyer will be mailed to members. Please contact senior curator Nathan R. Lipfert with questions at [lipfert@maritimeme.org](mailto:lipfert@maritimeme.org).

Sponsored by:  UNITED INSURANCE

Allen who, employed aboard *Olive S. Southard*, was paid \$15 a month whether hired as cook or stewardess. A man employed in those positions on the same vessel earned \$30 - \$35 monthly.

Although the collections are Maine-related they record travels to major and minor ports around the world and are a valuable resource for exploration of maritime history worldwide. The sailors came from all over and may have been common sailors, but now their identities are no longer hidden.

## Shoesmith Estate entrusts models to Museum

by Nathan Lipfert, Senior Curator



The dedication to detail and quality Jim Shoesmith put into his models is evident from this detail of the Chebacco Boat model recently acquired by the museum.

In spring 2013, the museum received a call from Captain Peg Brandon, an associate professor at Maine Maritime Academy, about the death of James R. Shoesmith (1922-2013) of Fall River, Massachusetts. Several museum staff members had known Mr. Shoesmith for years, and were saddened to hear of his death.

A WWII Army veteran, Jim Shoesmith had become a Fall River fire-fighter after the war and retired from that profession in 1977, after 32 years; but most importantly to the museum he was a wonderful ship modeler. He specialized in making superb, clean, accurate models of the smaller classes of decked boats, rarely anything larger than a fishing schooner. The museum already had one of his models in its collection, a Quoddy Boat.

Captain Brandon said that Mr. Shoesmith's estate contained more than 30 ship and boat models that had been left to be given to maritime museums in the region. She sent an inventory of the models in July, and delivered three spectacular ones in September. Both Captain Brandon and the estate's executor Judi Nunes were extremely helpful and generous in distributing the models to this museum and others.

The models received were a Friendship Sloop (scale 7/16"=1'), a Chebacco Boat of 1825 (scale 1/2"=1') and an Eastport Pinky Schooner (32" long). The Friendship is a boat type of which the collection has other models, but because of the design's popularity another model is welcomed, especially such a good one. The other two models are of boat types frequently built in Maine during certain periods and not previously represented in our collections.

It is believed that Jim Shoesmith was working from plans recorded and developed by Howard I. Chapelle, famous curator of marine transportation and historian emeritus at the Smithsonian Institution. There are many other Maine-built vessels recorded by Chapelle that model-builders could work on, small boats as well as larger craft.

All three models are an ideal match for the museum's collections, exhibiting a very high degree of craftsmanship with two representing vessel types not previously included in our model collection...couldn't be more perfect.

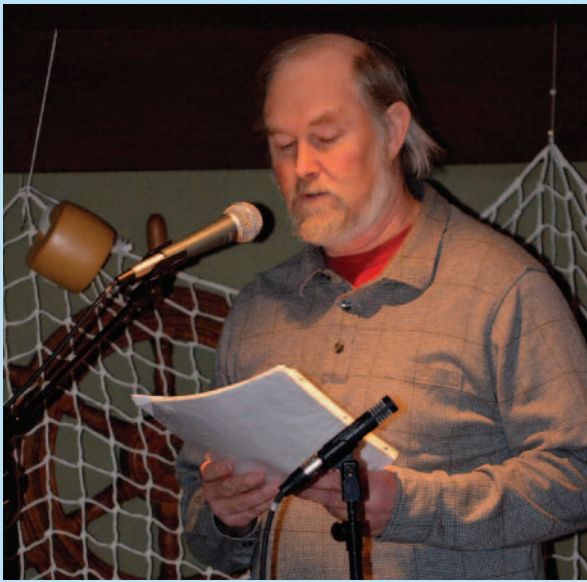


# Museum Events

## Special Events

### Voices of the Sea Weekend

2 nights; 2 cities; 2 performances



Men and women who earn a living working Maine's waters provide a look into their world through their music and poetry. This unique Maine happening is now in its 3rd year.

Bath – Friday, March 14; 7 p.m.

Long Reach Hall, MMM

Members \$15; nonmembers \$17; children \$10

Hosted by John McDonald, Maine's Storyteller

Cash bar 6:30 to 8:30

Portland – Saturday, March 15; 7 p.m.

Cohen Center, Gulf of Maine Research Institute

Members \$20; nonmembers \$25; children \$12

Hosted by Gordon Bok, musician/artist

Cash bar/reception 6 to 7

Support for the 3rd annual Voices of the Sea series comes from the Maine Lobstermen's Community Alliance, Maine Boatbuilders Show, Maine Coastal News, Hampton Inn Bath and The Inn at Brunswick Station.

### Zumalt: Lecture & Book Signing

Sunday, April 13 – 11 a.m.

Members \$5; nonmembers \$7



Larry Berman, author of the biography *Zumwalt: The Life and Times of Admiral Elmo Russell "Bud" Zumwalt, Jr.*, helps MMM celebrate the christening of DDG 1000 *Zumwalt* with a lecture and book signing. He will provide

insight into the man who modernized the Navy and whose namesake vessel, being built at Bath Iron Works, is fittingly among the most technologically advanced warships in the world.

## Navigation and Boating Classes

### About Boating Safely

Mondays & Wednesdays, April 7, 9, 14 & 16

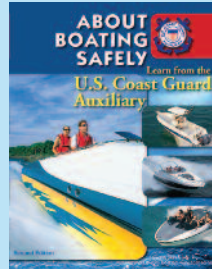
6 to 8 p.m.

Register by March 31

Members \$75; nonmembers \$80

In this beginner boating class you will gain the basic knowledge to safely trailer, navigate, and operate a small vessel; all the information needed to obtain a

boat license or safety certification that many states are beginning to require. Many insurance companies discount boating insurance for successful completion of About Boating Safely.

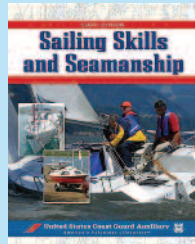


### Sailing Skills & Seamanship

Tuesdays & Thursdays, May 6, 8, 13, 15, 20 & 22

Register by May 2

Members \$75; nonmembers \$80



Improve your sailing skills. This course, taught by members of the Coast Guard Auxiliary, is designed for both experienced and novice sailboat operators and covers a broad range of information from sailboat types to reading the wind, plus navigation aids and rules of the road. Skills taught include basic maneuvers, docking and anchoring. An optional boating safety certificate exam will be administered, a requirement for most states and Canada.

### Suddenly in Command Boating Class

Wednesdays, June 18 & 25. 6 to 8 p.m.

Register by March 31

Members \$75; nonmembers \$80

An ideal course for all private boat PASSENGERS. What would you do if an emergency arose while boating, and you were suddenly in command? Could you get help? Get to shore? What should you do? You and the skipper will both enjoy your voyage more knowing you can respond if needed. All required materials are included.



### Navigating Mid-Coast Maine

Mondays & Wednesdays, July 7, 9, 14 & 16



6 to 8 p.m.

Register by June 30

Members \$80; nonmembers \$85

Learn how to navigate and make boating more enjoyable. In this introductory course you'll learn the basics of reading nautical charts and about navigational aids, using a chart of the Boothbay area. True and magnetic headings, variation, lines of position, chart symbols, piloting, latitude and longitude and dead reckoning are explained. The chart and a handout on navigation principles are included in the course fee. A parallel ruler and dividers are needed, and are available in the Museum Store.

## 2014 Raffle Boat is Barnegat Bay Duckboat

Each year MMM conducts a raffle of a boat built in the museum's Boatshop with proceeds going toward Boatshop programming. This year's boat is a beautiful 12-foot Barnegat Bay duckboat. Tickets for the raffle are \$5 each or five tickets for \$20 and are available in the Museum Store or on the museum's website.



The sheltered waters of New Jersey's Barnegat Bay spawned the 12-foot wooden sailing duckboat, more than a century and a half ago. Although its precise history is murky, there's little doubt the design evolved from the Barnegat Bay sneakbox, a duck-hunting boat created in 1836 by Hazelton Seaman in West Creek, N.J. By the end of the 19th century, the duckboat had evolved into a one-design yacht club racing class, spurred largely by summer vacationers from New York and Philadelphia.

The design has changed little over the last 150 years. With an overall length of 12 feet 3 inches, a beam of 4.5 feet and freeboard of about one foot, the duckboat employs to great advantage the "skimming dish" concept, which evolved into the modern e-scow. The design's most striking construction feature is the lack of a keel timber or stem, with the bottom plank and topside planks providing longitudinal support.

The raffle boat was built in the museum's boatshop in spring 2013 and was aptly named *Merrymeeting* for the famed duck hunting bay on the Kennebec River just north of the museum. The boat is constructed of cedar planking over oak with a mahogany transom and spruce spars. She is dressed with a Marconi rigged sail and adorned with bronze hardware. Boatshop Manager Kurt Spiridakis says "This modern version of a classic racer is a thrill to sail and the hull comes to plane in a moderate breeze."

The drawing will on October 14, 2014.

Register online at [www.MaineMaritimeMuseum.org](http://www.MaineMaritimeMuseum.org) or call (207) 443-1316 x 322



# Boats For Sale

12 Foot Heidi Skiff: \$1,200



Designed in 1994 by Rich Kolin for a class that he was preparing to teach, the Heidi Skiff is a traditionally-built small boat ideally suited for rowing. Rich wanted to design a small rowing craft that illustrated traditional building techniques using primarily hand tools and eliminated the “cranky” elements of construction. He ultimately designed a wonderful flat bottomed skiff that rows well and can be fitted with a sail. This particular Heidi was constructed by the 2012 Woolwich Discovery Boatbuilding class in the museum’s Boatshop under the supervision of the shop manager. It is planked with Northern white cedar, with white oak transom, keel, stem, knees and frames. Easy to propel even when loaded with three people and gear, the Heidi Skiff makes an outstanding tender or small fishing boat. Trailer not included. LOA- 12’3” Beam 48”

15 foot Whitehall Style Pulling Boat: \$4,000



Whitehalls were once the boat of choice for the working harbor, used to deliver goods to arriving ships; as water taxis to ferry passengers from ship to shore; and for the pure pleasure of a good long row. This boat was donated to the museum as a partially completed hull. The Boatshop volunteers have turned her into a truly beautiful yet functional work of art. This is an ideal boat for the person or family who enjoys the look and performance of a classic design. She will

easily carry four adults. Her balance of strength, light weight and long water-line gives this boat a beautiful carry, so that with a steady stroke she will stay near hull speed with minimal effort. The new owner will find this boat fast yet stable, well-suited for fun on the water.

For more information about either of these boats please contact Boatshop Manager Kurt Spiridakis at (207) 443-1316 ext. 334

# Tour Lake Superior and Lake Michigan with MMM’s Jim Nelson



Museum members are once again invited to sail with the museum’s Education Coordinator and resident author Jim Nelson, this time in an exciting adventure into maritime history in the western Great Lakes region. Your 10-day exploration

cruise of historic and natural sites along the shores of Lake Superior and Lake Michigan will be aboard Travel Dynamics’ *Yorktown* known for its comfortable accommodations and exquisite cuisine.

This exciting educational tour begins in Duluth, Minn., and ends in Chicago, with stops in Grand Marais, Thunder Bay, Old Fort Williams, Marathon, Pukaskwa National Park, Red Rock, Sault Ste. Marie, Mackinac Island, Manistique and Manitowoc.

American flagged, *Yorktown* is the perfect vessel for exploring America’s great coastal waterways and Jim Nelson is the ideal shipmate to make this cruise an unforgettable experience.

For more information call Randall at 207-443-1316 x 344.



# Special Events become Extraordinary at MMM



If you are planning a special event in this year or next year – perhaps a wedding, a family reunion or a corporate function – check out the museum’s special events facilities and capabilities.

From an intimate cocktail reception to a spectacular riverside “Wedding of the Century,” Maine Maritime Museum has been the venue of choice for many mid-coast Maine events since the opening of our special events facility – Long Reach Hall.

Long Reach Hall is a beautiful riverside event space perfect for weddings, birthdays and other celebrations. With seating for up to 125, a full professional kitchen, a new state-of-the art sound and video system (courtesy of Bath Savings Institute), not to mention the incredible riverside views and open deck, the facility is often described by customers and caterers alike as unforgettable.

There are a limited number of weekends still available in 2014, and *now* is not too early to reserve those 2015 special dates as well. Please contact Teresa at (207) 443-1316 ext. 351 or by email at [facilityrentals@maritimeme.org](mailto:facilityrentals@maritimeme.org) for more information.





Does Maine’s tax deduction cap impact you?

The 126th Maine Legislature passed its Biennial Budget in spring 2013. A \$27,500 cap on a Maine resident’s itemized deductions – including deductions for charitable contributions – is now law. Recently, a bill, LD 1664, was introduced to exclude charitable contributions from the cap; if passed, the change would be retroactive to include tax year 2013.

Museum leadership has been following this bill with interest, believing that many Mainers were caught unaware of this capping provision on their deductions. The risk is that the cap proves to be a disincentive for people to be charitable. Statistics from other jurisdictions where caps have been instituted indicate this has happened.

Maine Maritime Museum receives no direct government support. We rely on supporters’ charitable gifts to fulfill our mission and help build the economic

vitality of Maine for everyone. Our activities bring attention to Maine’s maritime industries and help infuse the midcoast economy. The Museum attracts many out-of-state visitors who also spend at Maine restaurants, lodging and retail businesses, verified by a Maine Arts Commission’s economic report in 2009. It is simply a cascading effect: that which affects our supporters’ generosity affects the Museum’s bottom line, which hurts the business and cultural community.

We hope that MMM members and supporters will educate themselves about the current law and communicate directly with their state senators and representatives regarding any bills affecting their charitable deductions.

Please be aware that due to publishing lead times, this dynamic issue may have changed dramatically by the time you read this article. If the cap would impact you, consult your tax professional for the latest information.

Honor and Memorial Gifts

(September 5 – January 14, 2014)

- In Memory of Philip Booth**  
Mr. Alan N. Hall

**In Honor of Charles E. Burden, M.D.**  
Ms. Jane P. Morse

**In Memory of Mr. and Mrs. Edward P. Curtis, Sr.**  
Mr. Curtis B. Henderson

**In Honor of Jim and Carol Foyles**  
Mr. Dudley Lane

**In Memory of Paul Hureau**  
Mr. and Mrs. Peter J. Alter  
Ms. Janice Kauer and  
    Mr. Michael Barndollar  
Mr. and Mrs. Harry L. Boyce  
Capt. and Mrs. David A. Crump  
Mr. and Mrs. Edward P. Devnew, Jr.  
Mr. and Mrs. Robert Healing  
Mr. and Mrs. Raymond E. Hender  
Mr. Wayne Grant and  
    Ms. Dorothy Huebner  
Mr. and Mrs. William T. Knowles  
Mr. and Mrs. Timothy W. Leedham  
Dr. and Mrs. Edward W. Lovely  
Ms. Amy Lent and Mr. William D. Lent  
Mr. and Mrs. Jerry W. Lynn  
Cdr. and Mrs. Donald F. Murphy  
Mr. and Mrs. George Pryor  
Mrs. Joan R. Reynolds  
Ms. Karen S. Scott  
Mr. and Mrs. E. Lynden Watkins II

**In Memory of Jean C. Ierardi**  
Ms. Laura I. Pugliese

**In Memory of Roland E. Peterson**  
Dr. Louise Forsleff

**In Memory of Thomas E. Wood**  
Ms. Linda B. Anderson  
The Apprenticeshop  
Ms. Janice Kauer and  
    Mr. Michael Barndollar  
Ms. Jacqueline Berry  
Beucler, Kelly & Irwin, LTD.
- Mr. David C. Bricker  
Mr. and Mrs. John R. Clendenning  
Mr. Harry S. Cherken, Jr.  
Mr. and Mrs. Morris Cheston, Jr.  
Mr. and Mrs. James T. Corr  
Mr. and Mrs. David Destefano  
Mr. and Mrs. Albert L. Doering  
Mr. Erik K. Hayward and  
    Ms. Carrie Duley  
Mr. and Mrs. V. Richard Eales  
Mr. and Mrs. Walter L. Foulke  
Dr. Kathleen Greenacre Goodman  
Mr. and Mrs. Rush T. Haines  
Mr. John D. Hevner  
Mr. Boyd Hinds  
Ms. Joan B. Hobin  
Mr. and Mrs. Frederick Butler Holmes  
Ms. Elise Von Koschembahr  
Mr. and Mrs. Richard N. Lemieux  
Ms. Amy Lent and Mr. William D. Lent  
Mr. Donald G. Littlewood  
Ms. Ann F. Loeffler  
Mr. and Mrs. Gregg R. Melinson  
Ms. Melissa A. Meyer  
Mr. and Mrs. Stephen T. Mullin  
Ms. Deborah A. Oliver and  
    Mr. Chris Oliver  
Mr. G. Robert Overhiser, Jr.  
Mr. Daniel R. Ross  
Ms. Abbie Sewall and Mr. Paul Mentag  
and Emma, Thatcher and Rob Shultz  
Mr. and Mrs. Robert E. Shields  
Mr. and Mrs. Richard Veith  
Mr. and Mrs. Henry Wendt III

**In Honor of Dennis A. Youland**  
Dr. and Mrs. Hugh Tilson

**Accessioned Honor and Memorial Gifts to the Collections**

**In Honor of Charles E. Burden, M.D.**  
Mr. and Mrs. William H. Bunting

**In Memory of Zella T. Dewey**  
Mr. Edward Dewey

Welcome New Members

- Peter J. and Becky M. Alter  
Ellen Asherman  
Dan Bannish  
Patricia A. Jean Barile  
Wilton and Ellen Barnum  
Kit and Jessica Bartmess  
David Bell and Nancy E. Treadwell  
Mary Betts  
Jeffrey and Kristina Blanc  
Glenn and Tanya Bowman  
Robert A. Bradish  
Andrew and Pamela Bryan  
William and Karen Burke  
Franklin and Susan Burroughs  
Joe Burrows  
Chandra Cameron  
Tania and John R. Chandler  
James and Nicole Cliffe  
Laurence and Roberta Coffin  
David Curry and Rebecca Morter  
Wendell R. and Mary S. Davidson  
Charles de Sieyes and Carol Ward  
Robert Donoghue  
Paul and Janet Eich  
Reginald and Penelope Elwell  
Joseph Fazekas  
Eddita Felt  
Jonathan Fisk and Rebecca Irwin  
Stephen Fuller and Susan Bateson  
Anthony and Carolyn Garratt-Reed  
Robert and Nancy Gault  
Clay and Jane Gilbert  
Edward S. Gilfillan  
Ernold R. Goodwin  
Anne Gould  
Diana F. Govern  
Howard and Amy L. Haimes  
Turner and Margaret Hansel  
Jane Haser  
Elizabeth Houghton Hazard  
John Heppell  
Charles and Barbara Hughes  
Erik Ingmundson  
Brian and Alicia Johnson  
Dan and Julie Kaplinger  
Robert and Carolyn Kauffunger  
Jeffrey C. Kimball  
Dick and Reta King  
Russ Kinne  
Karen Lamb
- Keith L. Lane  
Keith and Marta Laser  
Mark Lawrence and Christine Gallant  
Amanda Levesque and William McKenna  
Anthony Liss and Susan Schubel  
Cynthia Livingston  
Judith MacDonald  
Jim and Suzanne Macfarlan  
Charles Marchand and  
    Ann M. Hahn-Marchand  
William Martineau  
Dave Mashl  
Dorothy McCarren  
Anya McCarthy  
James A. McLaughlin  
William D. and Charlotte Emans Moore  
Ron and Rolanda Morales  
Patricia Roberts Naguib  
William H. Nichols  
Joseph Noll  
Ronald L. Oswald  
Ralph R. Palmer  
David and Susan Patton  
William A. Peabody  
Richard H. Pew  
Ruth Phelps  
Arthur Pinkerton and Valerie Angeloro  
Robert W. Poole  
John S. and Patricia M. Porter  
Allen Purkis  
George E. and Karen L. Reese  
Martha K. Reifschneider  
Jan Reynolds  
John Rivard  
Rebecca Roche and Jason A. Shaw  
Cindi Rogers  
Philip S. Showell  
Deborah A. Smith  
Thomas and Mary Sue Stoner  
Whitney Strout and Matthew Thornton  
Tim Sullivan  
Richard H. Tetrev and Martha Cecille Tetrev  
Steven and Wiebke Theodore  
Susan N. Thibault  
Cora M. Thompson  
John and Mary Ann Vinton  
Donald Wagman  
Richard Wallace and Diane Lamere-Wallace  
Nancy and David Webster  
Julie Wickett



# Celebrating Our Business Partners and Sponsors

## The Bank of Maine – Redefining a Banking Relationship

*The Bank of Maine is a proud sponsor of the Woolwich Central School Discovery Boatbuilding Program.*



For 179 years, the people and communities of Maine have looked to The Bank of Maine for honest banking services and innovative products. Today, with 24 banking centers, more than 274 employees and almost \$745 million in assets, The Bank of Maine offers a full range of financial services, including commercial banking, small business banking, personal banking and investment services.

“At The Bank of Maine we’re redefining who we are, what we do, and how we do it,” said John W. Everets, the bank’s Chief Executive Officer and Chairman. “Our customers’ needs are changing and we are changing with them, improving and growing to meet those needs today and in the future.”

With deep knowledge of Maine and its markets, The Bank of Maine is able to

tailor its products and operations to meet the needs of its communities, businesses, and individuals. The bank recently opened new banking centers in Boothbay, Falmouth and Portland, inaugurated a new state-of-the-art Operations Center in Gardiner and lent over \$700 million. It introduced a “Promise Rewards” no monthly fees checking account that also offers customers free use at any ATM in the U.S. and cash-back rewards on qualifying transactions. The Bank of Maine was also ranked as one of the top SBA lenders in Maine.

The Bank of Maine understands that it takes much more than products and services to be an influential Maine community member. For the past three years, the bank has been the lead sponsor of the Woolwich Central School Discovery Boat Building Program at Maine Maritime Museum.

*To learn more about the bank, its people and its services, visit [www.thebankofmaine.com](http://www.thebankofmaine.com).*

## Support these Business Partners who support MMM

Business names in **RED** indicate new Business Partners.

### Anchor (\$5,000)

Bath Savings Institution  
**Diversified Communications**  
General Dynamics Bath Iron Works  
Reed & Reed

### Quarterdeck (\$2,500)

Churchill Events  
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The Inn at Brunswick Station  
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### Mast (\$1,000)

Allen Gelwick-Lockton Companies  
Atlantic Motorcar Center  
Bath Shipyard Inn  
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Intermarine Incorporated  
Lane Construction Corporation  
Maine Lobster Direct  
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Piper Shores  
R.M. Davis, Inc.  
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### Rudder (\$500)

BEK Inc., Computer Network  
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The Highlands  
J.R. Maxwells & Co.  
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Sagadahock Real Estate Association  
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Bath Subaru  
Beale Street Barbeque  
Belle Fete Events & Catering  
Bert’s Oil Service, Inc.  
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Brewster House Bed & Breakfast  
Byrnes’ Irish Pub  
The Cabin Restaurant  
Café Crème  
Cahill Tire, Inc.  
Cameron’s Lobster House  
Chase, Leavitt & Co., Inc.  
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El Camino Cantina  
Fiona’s Catering  
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The Galen C. Moses House  
Gilman Electrical Supply  
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Hardy Boat Cruises  
Harraseket Inn  
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Hilton Garden Inn Freeport Downtown  
Holden Agency Insurance  
The Inn at Bath  
Kennebec Tavern & Marina  
Kitchen Chicks Catering

Land’s Ends Gift Shop  
Lie-Nielsen Toolworks  
Lisa Marie’s Made in Maine  
Local Sprouts Cooperative  
Mae’s Café & Bakery  
Maine Lobstermen’s Association  
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The Mooring Bed & Breakfast  
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#### Our non-profit partners

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Boothbay Harbor One Design Association  
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Manufacturers Association of Maine  
Maritime Funding Association of Maine  
Merrymeeting Arts Center  
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Sagadahoc Preservation, Inc.  
Seacoast Science Center  
The Theater Project  
Wawenock Sail & Power Squadron  
Wiscasset, Waterville & Farmington  
Railway Museum  
Yarmouth Historical Society

*Learn more about MMM’s Business Partner Program or Corporate Sponsorship opportunities by contacting Randall Wade Thomas at 207-443-1316 x 344 or [wadethomas@maritimeme.org](mailto:wadethomas@maritimeme.org).*



## 2014 Volunteer Calendar of Events

**Volunteer Breakfast**  
*Wednesday, March 19; 8 to 9:30 a.m.*

**Orientation and Volunteer Training**  
*April and May; Check schedule for dates & times*

**Spring Quatermasters Day**  
*Wednesday, May 14; 8 a.m. to 3 p.m.*

**Volunteer Picnic**  
*Tuesday, June 17; 5 to 7 p.m.*

**Annual Volunteer Cruise**  
*Thursday, September 1; Time TBD*

**Volunteer Wrap-Up**  
*Thursday, October 9; 1 to 3 p.m.*

**Fall Quatermasters Day**  
*Saturday, October 18; 8 a.m. to 3 p.m.*

**Volunteer Recognition**  
*Friday, November 14*

## In Memory of

**Paul Hureau**  
A retired marine industry entrepreneur, Paul volunteered as a Greeter and as a docent for *Sherman Zwicker* and the Ship Launching Demonstration tank.

MMM volunteers and staff extend our deepest sympathies to Paul's family and friends.

## Annual Volunteer Breakfast

**Wednesday, March 19, 2014**  
**8:30 a.m., Long Reach Hall**  
**RSVP by March 15**

Hear the history of the two original Percy & Small Blacksmith Shops...and, from the architectural designers themselves, about the new Kenneth D. Kramer Blacksmith Shop Exhibit to be erected on the original site. The new exhibit is scheduled to open officially July 11. Bring a friend interested in becoming a volunteer.

## From the Council Chair's Desk

by **Chet Hopkins, Chair MMM Volunteer Council, Waterfront Representative**

Here in the early months of 2014, the Volunteer Council is particularly fortunate to have five new volunteer representatives filling posts which had become available, either through expiring terms or illness. The new Council members and the departments they represent are:

Boatshop	Lynn Rider
Donnell House	Jo-Anita Norman
Library	Cathy Hopkins
Maintenance	Don Strickland
Welcome Desk	Marty McBride

Your Volunteer Council member serves as your link to the Museum staff – and the link for the Museum staff to you. Please try to get to know your council reps...they welcome your ideas and your help in an ever-expanding role at MMM as we move to make events both on- and off-site meet the needs of the Museum.

Special recognition and congratulations go to volunteer Warren Lammert for the publication of his article "Charts That Tell A Story: Captain 'Tiger' Allen's Nautical Charts" in the Winter edition of *Sea History*, the magazine of the National Maritime Historical Society. Warren worked with Suzanne Wilhelm and me over a period of several summers researching the Museum's historical chart collection for this

article. The next time you are on the third floor of the Maritime History Building, pick up a copy of this issue of *Sea History*, which is available while supplies last next to the Volunteer Coordinator's office. You'll enjoy discovering what can be learned from just a couple of the thousands of charts in the Museum's fascinating historical collection. These charts provided the means of transoceanic crossings during the 'Age of Sail,' long before the age of GPS.

### Welcome new volunteers

We are pleased to welcome four volunteers to the Curatorial Department who have been assisting in the collections vaults during the winter months. Three of the four, George Barker, John Trumper and Jim McGee, became volunteers prior to the 2013 season greeting visitors to *Sherman Zwicker* or conducting Percy & Small Tours. The fourth, Becky Alter, is a recent volunteer who will begin her front line role as a Welcome Desk Greeter in the 2014 season.

In the Library, three new recent volunteers are working on the Merchant Mariners Muster: James Norton, Jan Reynolds and Evan McDuff. In addition, Tracey Lamaestra extended her professional archival position by becoming a volunteer.

In addition to Becky, two other new volunteers have signed up already for Front Line position for the 2014 season. They are David Patten (TBD) and Thomas Edwards (Percy & Small Tour Guide). We look forward to working with you in the months, and hopefully the years, ahead.

## Volunteer Coordinator Ann Harrison retires

by **Jason Morin, Director of Public Programs**

After almost ten years of dedicated service, Maine Maritime Museum's Volunteer Coordinator Ann Harrison will retire on March 19, 2014 to take on other adventures.

Ann began her term as volunteer coordinator in September 2004, and she has been a key contributor to the impressive growth of the volunteer program over that period, both in the numbers of volunteers and in terms of recognition as one of the strongest volunteer programs in the state.

Her dedication to the program and to the volunteers themselves contributed to the museum being selected as a Preserve America Steward in 2010, at the time one of only 13 organizations in the entire United States chosen for the award, which is administered by the Advisory Council on Historic Preservation.

Volunteers often speak of how much they enjoy working at the museum, how they feel they are contributing to a special place and what a positive experience it is for them. In many cases, those feelings have been fostered thanks to



the work Ann has done, often behind the scenes to make volunteers feel like part of the family and make their experiences positive ones.

Ann will be recognized at the Volunteer Breakfast on Thursday, March 19. Please join us in thanking Ann for all that she's done over the years and in wishing her well in all future adventures.

### Volunteer recruitment parties scheduled

Recruiting new volunteer staff for the upcoming summer season is always a necessary step in shaping a successful season. Last year's successful recruitment process, led by the Volunteer Council, will continue. The Recruitment Committee, chaired by John Ross, will host a series of "get acquainted" parties, each focused on attracting potential volunteers for a specific front line role.

All volunteers are encouraged to attend and bring volunteer prospects. RSVP by calling 443-1316, ext. 350. The recruitment party schedule is:

Sherman Zwicker/Launch Tank	March 20, 5 – 6:30 p.m.
Percy & Small Tour Guides	April 3, 5 – 6:30 p.m.
Donnell House	April 8, 10 a.m. – Noon
Greeters & Gallery Docents	April 10, 1 – 3 p.m.
Trolley Tour Guides	April 10, 4 – 5:30 p.m.



# Volunteer Viewpoints

## Why I Volunteer

by George Barker



The reason I volunteer is quite simple: it is because I am able to.

Recently retired, I can now commit time every week to make a small contribution to my community. I enjoy good health, which enabled me to stand and walk around *Sherman Zwicker* a few hours every Monday last summer and, now in the offseason, to climb around the inventory in one of the museum's collection vaults.

Having a longstanding attraction to the sea, its vessels, and most things nautical (fog and squalls excluded), the opportunity to spend time every week at Maine Maritime Museum has been a nice fit for me.

When I signed up for my watch aboard *Zwicker*, I understood that I would receive some training beforehand. The SEA Time sessions by Senior Curator Nathan Lipfert provided invaluable background information. While on duty, I relied upon the "*Sherman Zwicker* Interpretation Manual" & "History of the Cod Fishing Industry" and handouts from an excellent *Zwicker*-specific session conducted by volunteers Jim Wilkes, Ray Hender and Dick Forrest. Required reading completed a solid support system that gave me the confidence to interact as an informed docent on a remarkable schooner.

These interactions, initially aboard *Zwicker* and now in the vault, have reinforced my commitment to the museum. Conversations with and observations of my fellow volunteers have been instrumental in my growth as a docent. On *Zwicker* Mondays, I worked with veteran docents Steve Busch and Tom Hallenbeck, both extremely knowledgeable, and generous and entertaining with their information, as were Bill Hetzel and the late Paul Hureau with whom I shared other watches.

Frankly, I wasn't surprised by my fellow docents' wealth of information. I was surprised, however, by how well-informed our visitors were. It was obvious that people came to learn and to enhance their own knowledge. I think I learned as much from our summer visitors as they learned from me.

During this off-season, I'm working with fellow volunteers Ken Gunston and Ivon Boyer, under the direction of Registrar Kelly Page, in the museum vaults verifying the collections inventory. We also label new acquisitions and update the collections management database.

What a treasure trove the museum has! We are working our way through in sections, row by row, shelf by shelf. (Question: How many net mending needles in the fishing gear section have we individually labeled and inventoried? Answer: A lot.) I doubt we will ever really finish due to the ever-changing exhibits upstairs and continuing acquisitions. That's just fine. Working downstairs among the paintings, the ship models and the nautical gear is like being a kid in a candy shop...without the cavities.

On reflection, maybe why I volunteer isn't as simple as 'because I can.' The truth is volunteering at Maine Maritime Museum is a wonderful opportunity to work with some pretty amazing people, both peers and visitors, and to continue to expand one's own knowledge about an interest as infinite as the sea itself.

**Editor's Note:** George joined the MMM volunteer staff in 2013.

## My Favorite Artifact

by Martha K. Reifschneider

My favorite items focus on three ships that encompass much of the story told by Maine Maritime Museum: *Virginia*, *W.R. Grace* and *Corsair IV*. Their only commonalities are that they were ocean-going vessels built in the Bath area. Two were wooden sailing vessels; two transported people; two transported cargo. One was the floating expression of great luxury for a very wealthy man.



The pinnacle *Virginia* was the first ocean-going vessel built in what is now the U.S. by Europeans. She was built in 1608 by the few remaining inhabitants of the Popham Colony, who were desperate to return to England rather than suffer through another severe winter like that of 1607-08.

Knowledgeable estimates put her at 30 tons, 51' 6" in overall length, with two sails, which seems to me an awfully small vessel for crossing the north Atlantic, but not unusual at the time. She successfully carried her builders back to England, and afterward had a successful 20-year career carrying cargo between England and her New World settlements before being lost off the coast of Ireland. The museum's model based on these characteristics isn't on view at this time, but visitors can visit a replica being built in Bath.

The downeaster *W.R. Grace*, wonderfully portrayed in the painting "Report Me All Well," was built in Bath in 1873, with 3 decks, a registered length of 218.1' and 1,893 gross tonnage. Built for the California trade, she filled that role mainly carrying grain until she was lost in a hurricane in 1889. In the painting she's in the Pacific, in route to San Francisco from New York. With three signal flags raised she asks a passing homeward bound vessel to "report me all well" – a message of reassurance to owners, shippers and crew families alike, during a months-long voyage in the days before telegraph or radio.

Lastly, the yacht *Corsair IV* was the largest private yacht ever built in America; built at Bath Iron Works for financier J.P. Morgan in 1929-1930. Of course, she had the latest propulsion technology - a steam turbo-electric drive and could do 18.15 knots. She displaced 3,100 tons with an overall length of 343.5'. Reportedly, her crew of more than 50 accommodated fewer than 20 passengers. In 1940, she was turned over to the British Royal Navy and after the war was sold to be operated as a cruise ship along the U.S. Pacific coast. She was wrecked in 1949 off Acapulco. The museum's beautiful model of *Corsair IV* was built by the model shop of Gibbs and Cox.

Three rather different vessels, points on the continuum of the story the museum tells.

**Note:** Martha became a MMM volunteer in mid-season 2013, not hesitating when asked to fill a shift in the galleries. She quickly acquainted herself with the galleries' objects and become an informed presence there. She now works in the library during the off-season as well.



Inquiry about a quarry

by Nathan Lipfert, Senior Curator

This issue’s puzzler is a very interesting photograph, from the 2013 donation of Charles E. Burden, of what appears to a limestone quarry. Dr. Burden purchased the photograph in Maine...nothing else is known. No name is visible on the little locomotive, and the name on the railroad car is unreadable. One of the buildings is a log cabin with a split shingle roof, which may be distinctive. If you recognize this quarry or have a lead, please contact Senior Curator Nathan Lipfert at lipfert@maritimeme.org, or call 207-443-1316 ext. 328, or by mail.



Yes, he resembles Captain Kangaroo; but it’s...

In October, Richard Spear suggested the letters on the captain’s cap in the Puzzler photo in the previous issue of Rhumb Line represented the Portland, Mt. Desert & Machias Steamboat Company, referenced in Richardson’s *Steamboat Lore of the Penobscot*. A day later, Jeffrey Pennell said he had found ads for the Portland, Bangor, Mount Desert & Machias Steam Ship Co. in 1884 newspapers. On closer inspection of the original photograph, perhaps the left-most letter is a B, rather than a P. Research revealed that Portland to Machias steamer service began in 1867, and Mt. Desert was added to the line’s name in 1882. The name was Portland, Bangor, Mt. Desert & Machias Steamboat Co. from 1882 to 1885. After acquisition by Maine Central Railroad, the name used was Portland, Mt. Desert & Machias Steamboat Company. How likely is another steamer line name that includes the initials MD & M, or B, MD & M? Still puzzling, however, is the SS lettering for Steam Ship versus SB for Steam Boat. Folks then were pretty careful about the ship versus boat terminology, and the company name was clearly Steam Boat from 1867 to 1905, when MCRR shut it down. Charles B. Conant, the photographer, is listed in the Portland City Directories in the early 1880s but is gone by 1890; so the photo was taken no later than the 1880s. John Baxter wrote suggesting this may be Captain John Bennett of the Maine Steam Ship line, which would account for the MSS Co. on the hat, but not the other letters. A picture of Capt. Bennett in the 1896 *Biographical Review of Cumberland County, Maine*, could be a younger version of the man in our photo. But what about those other letters on the hat? Still a puzzler!

TOP 10 LIST

Ten reasons becoming an MMM member, and giving memberships as gifts, show how brilliant you are. (With inspiration from the blog “Listing toward 40.”)

- 10. Membership makes coming to MMM “cheap.”**  
With each visit the average cost for all visits is reduced; also get discounts on tours, events, workshops, etc.

**9. Who needs more “stuff?”**  
Stuff creates storage, breakage and other issues. MMM gift memberships are way better.

**8. MMM is enjoyed by members of all ages.**  
Visitors 4-to 94-years-old tell us so in the visitor comment log.

**7. You have some place to go, especially in winter.**  
MMM is open year-round.

**6. You’ll be in the know.**  
Get notified of MMM happenings.
- 5. The Museum Store is awesome...and you get a discount.**  
Hard to find books, special items, gifts and fun stuff for everyone.

**4. No more “getting your money’s worth” stress.**  
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☐ Shipwright \$500

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Dues and other contributions are tax deductible as provided by law.